

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
THURSDAY, MARCH 1, 2018**

PRESENT: Peter F. Murphy, Chairman, Springfield District
James R. Hart, Commissioner At-Large
Timothy J. Sargeant, Commission At-Large
Ellen J. Hurley, Braddock District
John C. Ulfelder, Dranesville District
John A. Carter, Hunter Mill District
Julie M. Strandlie, Mason District
Earl L. Flanagan, Mount Vernon District
Phillip A. Niedzielski-Eichner, Providence District
Donté Tanner, Sully District
Mary Cortina, Commissioner At-Large

ABSENT: James T. Migliaccio, Lee District

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The meeting was called to order at 7:31 p.m., by Chairman Peter F. Murphy, in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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COMMISSION MATTERS

Commissioner Sargeant announced that the Planning Commission would conduct its annual Capital Improvement Program workshop and public hearing on Wednesday, March 7, 2018 at 7:00 p.m. in the Board Auditorium of the Fairfax County Government Center. He noted that the meeting was open to the public.

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SE 2015-DR-027 – MAHLON A. BURNETTE, III AND MARY H. BURNETTE
(Decision Only) (The Public Hearing on this application was held on December 6, 2017;
Decision Only was deferred from January 18, 2018)

(Start Verbatim Transcript)

Commissioner Ulfelder: Thank you, Mr. Chairman. We had this – have on the schedule, this evening, a deferred decision only in an – a special exception application involving a lot width waiver in Great Falls. After the supplemental hearing, the applicants and the neighboring HOA have been meeting and discussing – possible resolution of some of the issues that came up during that hearing. I can report that they have made a lot of progress and have said that they can basically – they think they can come to an agreement, which may, in the end, get rid of the need for a special exception for a lot width waiver, which would be the best outcome. But in the meantime, it's going to take some more time and there's actually a formal process that the HOA

is going to have to go through on their side and that's going to take a fair amount of time. So with that, I'm going to make a motion. I MOVE THAT THE PLANNING COMMISSION INDEFINITELY DEFER THE DECISION ONLY FOR SE 2015-DR-027, WITH THE RECORD REMAINING OPEN FOR WRITTEN OR ELECTRONIC COMMENTS.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of the motion? All those in favor of the motion to defer decision only on SE 2015-DR-027, defer indefinitely, with the record remaining open for comment, say aye.

Commissioners: Aye.

Chairman Murphy: Oppose? Motion carries.

Commissioner Hart: Mr. Chairman?

Chairman Murphy: Yes.

Commissioner Hart: If I could please be recorded as not voting on that.

Chairman Murphy: Mr. Hart's not voting. Anyone else?

The motion carried by a vote of 10-0. Commissioner Hart recused himself from the vote. Commissioner Migliaccio was absent from the meeting.

(End Verbatim Transcript)

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SE 2017-MA-001 – BYCJJ, LLC

(Decision Only) (The Public Hearing on this application was held on January 25, 2018)

(Start Verbatim Transcript)

Commissioner Strandlie: Thank you, Mr. Chairman. Tonight was a decision only on a case in Annandale on the proposed adult daycare. The applicant has made a lot of progress on this case since the hearing. We have a little bit more work to do. So therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION DEFER THE DECISION ONLY FOR SE 2017-MA-001 TO A DATE CERTAIN OF MARCH 8TH, 2018, WITH THE RECORD CONTINUING TO REMAIN OPEN FOR WRITTEN AND – WRITTEN COMMENTS.

Commissioner Sargeant: Second.

Chairman Murphy: Mr. Sargeant seconds the motion. Is there a discussion? All those in favor of the motion to defer decision only on SE 2017-MA-001 to a date certain of March 8th, with the record remaining open for comment, say aye.

Commissioners: Aye.
Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Migliaccio was absent from the meeting.

(End Verbatim Transcript)

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ORDER OF THE AGENDA

In the absence of Secretary Migliaccio, Vice Chairman Hart established the following order of the agenda:

1. CSPA 2005-PR-041-03 – ESKRIDGE (E&A) LLC, MCREF MOSAIC G, LLC AND MCREF MOSAIC F, LLC
2. RZ 2017-MA-013/SE 2017-MA-009 – VULCAN MATERIALS COMPANY, LLC

This order was accepted without objection.

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CSPA 2005-PR-041-03 – ESKRIDGE (E&A) LLC, MCREF MOSAIC G, LLC AND MCREF MOSAIC F, LLC – Appl. under Sect. 12-210 of the Zoning Ordinance to amend the previously approved Comprehensive Sign Plan associated with CSP 2005-PR-041 for buildings “F” and “G” to permit sign modifications. Located on the N.E. quadrant and the S.W. quadrant of the intersection of District Ave. and Merrifield Town Center on approx. 2.24 ac. of land zoned PDC, PRM and HC. Tax Map 49-3 ((38)) (5) 1, 2, 3, and 4 and 49-3 ((38)) (6) 1, 2 and 3.
PROVIDENCE DISTRICT. PUBLIC HEARING.

Commissioner Niedzielski-Eichner asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived, and the public hearing closed. No objections were expressed, therefore, Chairman Murphy closed the public hearing and recognized Commissioner Niedzielski-Eichner for action on this application.

(Start Verbatim Transcript)

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Commissioner Niedzielski-Eichner: Thank you, Mr. Chairman. Can the applicant please step forward and state, for the record, that – your acceptance of the development conditions dated February 13th, 2018?

Steven Teets, Applicant's Agent, Edens & Avant, Inc.: I'm Steve Teets with Edens and I accept the development conditions, as dated.

Commissioner Niedzielski-Eichner: February 18th? [sic]

Mr. Teets: February 18th [sic].

Commissioner Niedzielski-Eichner: Okay, thank you so much. Mr. Chairman, this is a straightforward Comprehensive Sign Plan Amendment application that will, upon approval, provide for building, mounting – and mounted signage for two new buildings to be constructed in the Mosaic portion of the Merrifield Town Center, south of Lee Highway and west of Gallows Road. The two buildings are to provide multi-family residential units above ground-level commercial spaces. Much of the content of the existing CSPA is being carried forward in this proposed amendment, but six minor revisions will modify the quantity and location of building-mounted signage for these two new structures. Staff recommends approval, contingent on acceptance of the proposed development conditions. Additionally, no one from the public has written or spoken in opposition. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION APPROVE CSPA 2005-PR-041-03, SUBJECT TO DEVELOPMENT CONDITIONS DATED FEBRUARY 13TH, 2018.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion? All those in favor of the motion to approve CSPA 2005-PR-041-03, say aye.

Commissioners: Aye.

Chairman Murphy: Oppose? Motion carries. Thank you very much.

The motion carried by a vote of 11-0. Commissioner Migliaccio was absent from the meeting.

(End Verbatim Transcript)

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RZ 2017-MA-013 – VULCAN MATERIALS COMPANY, LLC –
Appl. to rezone from R-2 and C-8 to I-6 to permit heavy industrial use with an overall Floor Area Ratio (FAR) of 0.02. Located on the E. side of Industrial Dr. at the ramp to enter Interstate 395, Springfield, 22151 on approx. 41,151 sq. ft. of land. Comp. Plan Rec: Industrial. Tax Map 80-2 ((1)) 38 (pt.) (Concurrent with SE 2017-MA-009). MASON DISTRICT. PUBLIC HEARING.

SE 2017-MA-009 – VULCAN MATERIALS COMPANY, LLC –
Appl. under Sects. 5-604 and 9-607 of the Zoning Ordinance to permit heavy industrial use and an increase in building height from

75 ft. up to a maximum of 135 ft. and vacation and/or abandonment of right-of-way. Located at 5650 Industrial Dr., Springfield, 22151 on approx. 93.73 ac. of land zoned I-6. Tax Map 80-2 ((1)) 38 (pt.) and Carolina Pl. public rights-of-way to be vacated and/or abandoned. (Concurrent with RZ 2017-MA-013). Approval of this application may enable the vacation and/or abandonment of portions of the public rights-of-way for Carolina Pl. to proceed under Section 15.2-2272 (2) of the *Code of Virginia*). MASON DISTRICT. PUBLIC HEARING.

Lori Greenlief, Applicant's Agent, McGuireWoods, LLP, reaffirmed the affidavit dated January 26, 2018.

There were no disclosures by Commission members.

Jay Rodenbeck, Zoning Evaluation Division (ZED), Department of Planning and Zoning (DPZ), presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of applications RZ 2017-MA-013 and SE 2017-MA-009, but noted that staff did not support approval of a waiver of Section 17-201(2) of the Zoning Ordinance for the construction of a major regional and paved trail.

Commissioner Strandlie asked for additional information on the portions of the subject property that were zoned R-2. Mr. Rodenbeck pointed out the location of those portions, noting that they were located along the east area of the site and were adjacent to I-395.

Commissioner Strandlie stated that the subject property had been developed with industrial uses for over 40 years and the purpose of the subject applications was to permit the revitalization of the existing industrial development. She added that the proposal would facilitate the reorganization of the activities on the site, but would not increase the overall intensity of the development on the site. Commissioner Strandlie then asked for additional information regarding the extent of such revitalization efforts and the other modifications that would be included. Mr. Rodenbeck and Kristen Abrahamson, ZED, DPZ, explained the following:

- The proposal would permit the replacement of existing buildings on the site;
- The existing two batching plants on the site would be combined into a single area;
- The rebuilt batching plants would be modernized and reorganized to facilitate sales and internal circulation;
- The proposal included provisions to upgrade the buffering and landscaping provisions throughout the site;
- The proposal would reorganize operations on the site;

- The buildings that would replace the existing structures on the site would accommodate more employees and uses;
- The reorganization and revitalization would incorporate upgraded equipment for the overall operations of the site;
- The proposal would not significantly modify the types of industrial uses on the site; and
- The subject applications included provisions to permit the installation of an asphalt plant on the site at a later date.

A discussion ensued between Commissioner Strandlie and Ms. Abrahamson regarding the access points to the site and the extent to which the subject applications modified those areas wherein Ms. Abrahamson confirmed that the proposal offered improvements to those areas, which included additional screening.

When Commissioner Strandlie asked for additional information regarding the modifications to the research protection area that the subject applications permitted, Ms. Abrahamson indicated that the applicant had conducted efforts to improve landscaping and stormwater management provisions of the site.

Referring to the revised development conditions dated March 1, 2018, Commissioner Hart asked for additional information on the modifications to Development Conditions Number 34 and 35. Ms. Abrahamson explained that the previous Development Condition Number 34 had been removed from the previous set dated February 21, 2018, adding that the signing provisions of that condition would be addressed in a supplemental motion by the Board of Supervisors. Commissioner Hart expressed support for that modification. A discussion ensued between Commissioner Hart and Ms. Abrahamson regarding the installation of signage along Industrial Drive to inform the public of activity on the trail lines that served the site and the amount of words utilized on those signs wherein Ms. Abrahamson said that staff had been coordinating with the Virginia Department of Transportation (VDOT) to determine appropriate provisions for the signage. (A copy of the revised development conditions can be found in the date file.)

Referring to the language of Development Condition Number 34 in the revised set, Commissioner Hart expressed concern regarding the usage of “will” and “must” within the language, noting that the County favored the usage of “must” to denote a required action compared instead of “shall.” He also noted that the usage of “will” did not provide sufficient clarity on whether a provision was required or voluntary. Ms. Abrahamson stated that staff would evaluate the usage of that verbiage and incorporate appropriate revisions to ensure the language of the development conditions was adequate.

Commissioner Hart pointed out that Section 9-006 articulated the standards for permitting a special exception. He then indicated that the third standard of that section stated that the use permitted by the special exception could not adversely affect the use or enjoyment of neighboring properties. Commissioner Hart expressed concern that the odor generated by an

asphalt plant on the site would incur such an impact on neighboring properties, noting that the Commission had received correspondence from the public that reflected such concern. He indicated that air quality standards were regulated primarily by the State of Virginia and federal authorities. Ms. Abrahamson concurred with that statement. A discussion ensued between Commissioner Hart and Ms. Abrahamson regarding the County's ability to regulate the odor generated by a use, the process for measuring the impact of an odor generated by a use, the extent to which existing clean air provisions regulated issues pertaining to odor, and the possibility of including a development condition to address the potential impact of odor generated by the site wherein Ms. Abrahamson said the following:

- The use of a development condition to address issues pertaining to odor from the site was not opposed by staff;
- The applicant had been coordinating with staff to determine an appropriate method to evaluate odor generated by the site and implement adequate mitigation measures;
- The County Code included public nuisance standards that could be utilized to enforce standards pertaining to odor; and
- The language and enforcement measures for mitigating odor generated by the site would be subject to further evaluation by staff and the applicant.

Commissioner Hart pointed out that there was an existing rail spur that accessed the Norfolk Southern Railroad Line to the south of the subject. He then indicated that the usage of that spur by trains accessing the site would block traffic along multiple roads, but the County had limited authority to affect the operation of the train system in that area. Commissioner Hart asked whether staff had evaluated whether the proposal generated a significant impact on the operation of the rail system and the subsequent blocking of roads throughout the area to an extent that would affect the neighboring residential communities. Ms. Abrahamson stated that staff had evaluated the potential impact of the proposal on the rail system wherein she explained the following:

- The movement and operation of trains on a railroad track was under the control of Norfolk Southern Railroad Line;
- The existing spur that accessed the subject property from the main rail line to the south was necessary for the transportation of goods and materials;
- The spur crossed over Industrial Road and the usage of that spur incurred regular traffic blockages; and
- The applicant's ability to manage the operation of the railroad system accessing the site was limited.

A discussion ensued between Commissioner Hart and Ms. Abrahamson regarding the impact the proposal incurred on the existing rail system that served the site, the proposal's compliance with the third standard of Section 9-006 of the Zoning Ordinance, the issues associated with the usage of the rail system to transport goods from the site, and the limited scope of the proposal in addressing issues with the traffic impact generated by the train system wherein Ms. Abrahamson stated that staff had concluded that the provisions articulated within the subject applications were consistent with the appropriate standards of the Zoning Ordinance.

A discussion ensued between Commissioner Hart and Ms. Abrahamson regarding the potential routes that vehicles could utilize to circumvent road blockages caused by trains accessing the subject property, the design of the rail spur utilized to access the site, the manner in which the spur connected to the Norfolk Southern Railroad Line to the south, and the operation of rail cars on the site wherein Ms. Abrahamson deferred to the applicant for additional information on the impact of rail cars blocking roads around the site and the ability for vehicles to circumvent those roads.

When Commissioner Sargeant asked whether vehicles could circumvent blockages from trains on nearby roads, Ms. Abrahamson identified Industrial Drive, Tiros Drive, and Electronic Drive as roads that were subject to regular blockages by the presence of rail cars on the spur accessing the site. She then indicated that there were instances when parts of those roads were sealed off due to such blockages with no route to circumvent the blockage. However, she noted that such instances were brief, but deferred to the applicant for more information on that issue. In addition, Ms. Abrahamson acknowledged that there were other portions of those roads that could be accessed through alternate routes, noting that roads such as Backlick Road and Edsall Road could be utilized to access other portions of Industrial Drive during a blockage.

Commissioner Sargeant asked for additional information regarding the planned trail connection that would traverse portions of the subject property and the concerns that staff had raised regarding the design for that trail. Ms. Abrahamson pointed out that there was an existing trail along Industrial Drive, but incorporating that trail into the overall trail plan for the County was subject to significant challenges due to the presence of the railroad tracks and the stormwater management pond. She also noted the lack of trail connections in the area around the subject property and indicated that staff had evaluated alternative designs to implement those connections. Ms. Abrahamson added that the significant amount of open space included on the subject property provided opportunities for trail connections. However, she said that the designs for such connections had not been finalized and additional coordination with the surrounding community was necessary to render an appropriate determination for such designs. A discussion ensued between Commissioner Sargeant and Ms. Abrahamson regarding the safety concerns associated with a trail located in close proximity to a heavy industrial use, the ability of the topography in the surrounding area to accommodate the trail, and the feasibility of such a trail connection wherein Ms. Abrahamson said the following:

- The installation of a trail in the areas surrounding the subject property was consistent with the necessary safety provisions;
- The location and route of such a trail connection had not been adequately evaluated; and

- The waiving of trail requirements around the site was not favored by staff until adequate evaluation of the area had been conducted.

When Commissioner Sargeant asked for additional information regarding the potential asphalt plant that would be permitted on the subject property, Mr. Rodenbeck pointed out that the location of the plant on the SE Plat. A discussion ensued between Commissioner Hart and Mr. Rodenbeck, with input from Ms. Abrahamson, regarding the distance between the proposed asphalt plant and the nearest residential development wherein Mr. Rodenbeck deferred to the applicant for additional information on that issue.

Commissioner Sargeant asked for additional information regarding staff's coordination with the applicant to mitigate the impact of the odor generated by an asphalt plant on the site. Ms. Abrahamson deferred to the applicant for information on that issue, but reiterated that there were existing federal standards for clean air and noted the challenges associated with mitigating odor.

Answering questions from Commissioner Flanagan, Ms. Abrahamson confirmed that there was a trail on the County trail map that ran along Industrial Drive, but indicated that it did not fully cross that road. She also pointed out the constraints for that trail due to the presence of the stormwater management pond and the limited availability of right-of-way. A discussion ensued between Commissioner Flanagan and Ms. Abrahamson regarding the potential need for that planned trail to cross the rail spur that served the subject property, the impact of the spur on Industrial Drive, and the alternative designs for the trail that did not require the crossing of railroad tracks wherein Ms. Abrahamson stated the following:

- The final design and route of the trail had not been finalized;
- The installation of the trail on the County's trail map was subject to various obstacles, even for routes that did not cross rail lines; and
- The further evaluation of potential routes for the trail was favored by staff.

Commissioner Flanagan pointed out that the subject applications included a request to permit the increase of building height limits on the site from a maximum of 75 feet to 135, which was significantly greater than the standards permitted by-right. Commissioner Abrahamson concurred with that statement, but noted that those standards would apply exclusively to the silos that would be utilized on the site. Commissioner Flanagan indicated that there was an existing batching plant in the Mount Vernon District that had modified the designs to ensure the height of the silos did not exceed 75 feet. He then stated that the modification had been implemented to address concerns from the surrounding residential neighborhood regarding the visual impact of those silos. Ms. Abrahamson acknowledged the issues at the batching plant in Mount Vernon, but noted that the site had been subject to other constraints. She pointed out that the subject property was significantly larger than that of the Mount Vernon site and staff had determined that there was sufficient distance, screening, and topographical features to mitigate the impact of the silos on the site. A discussion ensued between Commissioner Flanagan and Mr. Rodenbeck, with input from Ms. Abrahamson, regarding the extent to which the applicant had proven that the proposed

silos would not incur a negative visual impact on the existing residential neighborhood to the northwest, the design of the proposed silo on the site compared to those at the Mount Vernon site, and the provisions for mitigating the visual impact of the silos wherein Mr. Rodenbeck and Ms. Abrahamson said the following:

- The plat included in the staff report contained a cross-section that depicted the line-of-sight for the proposed silos on the site;
- The distance between the existing residential development and the silos on the site was significant;
- The proposed silos on the site would be more visible from I-395;
- The size of the silos was consistent with the character of heavy industrial development on the site; and
- The provisions of Development Condition Number 7 required a minimum 790-foot gap between the proposed silos on the site and the nearest residential dwelling units.

Commissioner Strandlie announced her intent to defer the decision only of the subject applications at the conclusion of the public hearing to provide additional time to incorporate additional modifications to the development conditions and conduct subsequent evaluation of the issues regarding the impacts of the train system at the site.

Commissioner Cortina requested that the applicant provide additional information about the amount of materials that would be delivered and stored at the site. She also asked whether the proposal would increase the demand for materials at the site. In addition, she aligned herself with concerns from Commissioner Hart regarding the impact that the odor generated by an asphalt plant on the site would generate.

Commissioner Cortina said that she did not object to the applicant's efforts to reorganize and revitalize the operations of the existing industrial usage on the subject property, pointing out that the details of such efforts had been articulated adequately in the staff report. She then indicated that there was not a similar level of data on the proposed asphalt plant for the site. When Commissioner Cortina asked why the asphalt plant had not been considered separately as part of another application process, Ms. Abrahamson stated the following:

- The consideration of an asphalt plant on the site through a separate application process was possible and staff did not object to such a process;
- The evaluation conducted by staff concluded that the inclusion of an asphalt plant was consistent with the existing character of heavy industrial use on the site;
- The inclusion of an asphalt plant on the site had efficiency benefits;

- The location of the subject property and the significant distances that separated it from existing residential development made it an appropriate site for an asphalt plant; and
- The outstanding issues regarding the odor generated by an asphalt plant would be subject to additional evaluation by staff and appropriate mitigation would be determined based on the conclusions of that evaluation.

A discussion ensued between Commissioner Cortina and Ms. Abrahamson regarding the concerns that residents of the surrounding community had voiced regarding the impact of an asphalt plant on the site and the evaluation conducted by staff on the inclusion of the asphalt plant wherein Ms. Abrahamson said that staff had concluded that the installation of an asphalt plant was consistent with the existing industrial character of the site, but reiterated that there would be additional study on the mitigation of the odor generated by the plant.

Ms. Greenlief gave a presentation wherein she explained the following:

- The applicant had submitted and received approval for other industrial developments throughout the County, which included a water reservoir located along Route 123;
- The applicant had been operating within the County for decades and was an active contributor to economic and development efforts throughout the region, including the construction of the public safety building, the Department of Homeland Security headquarters, and various infrastructure improvements;
- The applicant had been recognized for commitments to environment preservation efforts, employee safety, and social responsibility;
- The applicant had coordinated with the Fairfax County Park Authority on improvement efforts to Accotink Creek, which resulted in significant cost savings for the County;
- The subject applications consisted of a multi-phased redevelopment effort that would upgrade the existing industrial use on the site;
- The subject property was located in a portion of the County that had been developed with high-density development and the proposal was consistent with the character of such development;
- The presence of I-395 and a connection to an existing rail line provided appropriate infrastructure to support heavy industrial use in the area;
- The site had been utilized for industrial use since the 1940s and the proposed redevelopment was consistent with the recommendations of the Comprehensive Plan;
- The proposal would revitalize the industrial operations on the site and install upgraded equipment that provided more environmental benefits to the area;

- The updated equipment and reorganization of the site would improve the efficiencies of the various operations on the site by providing features such as on-site conveyor belts;
- The existing batching plant and maintenance shop on the site would be shifted closer to Industrial Drive to minimize the impact on the existing residential development to the north;
- The existing buffer area between the industrial development on the site and the residential development to the north would be retained and supplemented with additional vegetation;
- The proposal included the installation of a conservation easement between the existing industrial development on the site and the existing residential development to the north;
- The proposal would implement stormwater management provisions that were consistent with existing County standards;
- The southern portions of the site would be revegetated in a manner consistent with the standards prescribed by the County;
- The proposal included the installation of off-site sidewalks and concrete pads for bus stops along Industrial Drive;
- The streetscape of the redevelopment of the site would be improved with the installation of evergreen trees and ornamentals;
- The redevelopment of the subject property would be phased and one such phase included the installation of an asphalt plant in an area adjacent to the concrete batching plant;
- The existing industrial development on the site did not contain an asphalt plant, but the colocation of such a plant on the site would improve the overall efficiency of the site;
- The applicant had acknowledged the concerns raised by residents of the existing community to the north regarding the impact of an asphalt plant on the surrounding area and was committed to coordinating with the community to address those concerns;
- The operation of current asphalt plants differed significantly from older plants and the applicant remained committed to mitigating the impact of such a plant on the site;
- The impact of an asphalt plant could be adequately mitigated on the site through the implementation of appropriate controls during the production and transportation of asphalt;
- The applicant would coordinate with staff during the deferral period to finalize appropriate development conditions to mitigate the impact of the asphalt plant;

- The applicant acknowledged the concerns regarding the impact the operation of trains that serviced the site, but ability to modify such applications was limited;
- The train schedule for the existing industrial development had been in place for approximately 10 years and had served the site for decades;
- The usage of trains for transportation materials from the site significantly reduced the need for truck transport from the site;
- The issues involving blockages of the surrounding road network by train traffic was under the purview of state and federal law;
- The applicant acknowledged the safety and traffic concerns voiced by citizens that were generated by frequent blockage of the road network by trains, but existing policies to address those concerns were in place;
- The trains on the tracks servicing the subject property could be moved or decoupled in the event of an emergency;
- The applicant had coordinated with the Fairfax County Fire and Rescue Department (FCFRD) to address safety concerns around the site and staff voiced no objections to the proposal;
- The revised development conditions included a requirement that the applicant form a citizen committee to address issues associated with the rail operations on the site;
- The applicant was committed to coordinating with the citizen committee to address safety and traffic concerns generated by the usage of trains on the site;
- The applicant remained committed to addressing the concerns of the surrounding community and complying with the necessary standards for good corporate citizenship; and
- The applicant did not object to the revised development conditions dated March 1, 2018.

Commissioner Strandlie described the existing conditions of the roads that were impacted by train traffic servicing the site, noting that the blockage of the roads lasted approximately six minutes. She then requested additional information regarding the operation of trains on the subject property. Ms. Greenlief described the operation of trains on the site wherein she stated the following:

- The rails spur that served the site connected with the main line operated by Norfolk Southern Railroad Line;

- The subject property contained multiple spurs;
- The site was served by approximately two to three trains during the morning hours and that process required that trains block traffic along Industrial Drive for a brief period;
- The rail spurs on the site allowed sufficient space for trains to remain on-site during loading and off-loading in a manner that did not block Industrial Drive;
- The average amount of time that Industrial Drive remained blocked by trains during morning hours was approximately 11 to 12 minutes;
- The trains exiting the subject property were required to conduct a safety check prior to accessing the main line operated by Norfolk Southern Railroad Line and Tiros Drive was blocked during that process while Electronic Drive remained open to traffic;
- The process for trains that served the subject property during the afternoon hours was similar to that utilized during the morning hours, which also required the temporary blockage of Tiros Drive, Electronic Drive, and Industrial Drive;
- The average amount of time in which the nearby roads were blocked during the required safety checks was approximately two to four minutes;
- The trains serving the site could be decoupled while serving the site to permit the flow of traffic along the surrounding roads; and
- The only instance in which the nearby road network was completely blocked by the trains was when required safety checks were conducted.

In reply to questions from Commissioner Tanner, Ms. Greenlief said that an installation of the asphalt plant would not significantly modify the existing train schedule that served the site because the plants on the site would share materials. She also indicated that the applicant had met with the Mason District Land Use Committee on multiple occasions and had coordinated with the neighboring residential community to the north to address outstanding concerns. In addition, Ms. Greenlief noted that the applicant had not been aware of concerns regarding the impact of the proposed asphalt plant on the site until later meetings.

When Commissioner Hart asked for additional information on the instances in which the roads located south of Industrial Drive were completely blocked by trains accessing the subject property, Ms. Greenlief indicated that there were instances during the necessary safety checks in which the roads remained blocked. She then stated that the duration of that blockage was approximately two to four minutes. Commissioner Hart expressed concern regarding the impact such blockage would incur on the ability of emergency vehicles to serve the area. Ms. Greenlief pointed out that there was a notification system that the applicant utilized to address that issue, which informed emergency services of the train schedule and potential impacts on the roads. In

addition, she indicated that Norfolk Southern Railroad Line had existing protocols for emergency vehicles that ensured sufficient access to the area in the event of an emergency.

When Commissioner Hart asked whether the trains serving the site contained hazardous materials, Ms. Greenlief said that the trains did not transport such materials. Ms. Abrahamson added that FCFRD had existing protocols for addressing emergency situations involving railroads. Commissioner Hart reiterated his concern regarding the ability for emergency vehicles to access the area during instances when trains blocked the surrounding road network and the possibility that hazardous materials could be involved in such a situation.

Replying to questions from Commissioner Hart, Ms. Greenlief indicated that the applicant operated other asphalt plants, but none of which were located within the County. She then stated that the applicant would coordinate with staff to develop appropriate development conditions to mitigate the impact of odor generated by the asphalt plant on the site. A discussion ensued between Commissioner Hart and Tom Foley, Environmental Manager for the Applicant, Vulcan Material Company, LLC, regarding the possibility of utilizing development conditions from other sites that included asphalt plants to mitigate the impact, the possible features that could be utilized to mitigate the odor generated by the plant, the methods for measuring the odor generated by the various industrial operations on the site, and the hours of operation for the industrial development on the site wherein Mr. Foley said the following:

- The usage of pollution control devices on mixing drives and transfer points was common to mitigate the environmental impact of asphalt plants;
- The inclusion of various additives during the mixing process could also be utilized to mitigate the odor;
- The operation of similar plants included pollution control provisions and the applicant did not object to implementing similar provisions for the asphalt plant on the site;
- The State of Virginia had existing standards for addressing the impacts generated by odor;
- The process for creating asphalt was a continuous process that was not subject to a consistent schedule; and
- The creation of asphalt on the site generated smoke and steam, which required significant amounts of heat.

Commissioner Strandlie indicated that concerns regarding the odor generated by an asphalt plant on the subject property had been voiced at the Mason District Land Use Committee. She then explained that that similar plants in neighboring jurisdictions had generated similar concerns, but noted that the amount of odor generated by those plants was significantly reduced when the process for producing heat changed from oil to natural gas. Commissioner Strandlie added that she would coordinate with staff from neighboring jurisdictions to incorporate appropriate

provisions to mitigate the odor generated by such plants. Ms. Greenlief indicated that the applicant would also coordinate with staff and appropriate personnel to address concerns regarding the odor generated by the asphalt plant on the site.

Commissioner Niedzielski-Eichner pointed out that odors generated by industrial operations were often included with various particulates. He also stated that there were technologies to remove or alleviate such particulates from the process. When he asked whether the applicant was familiar with such technologies, Mr. Foley indicated that the applicant was aware of such resources, adding that such measures could be incorporated at multiple stages of the production process.

Responding to questions from Commissioner Niedzielski-Eichner, Ms. Greenlief confirmed that the existing train schedule for the area had been in operation for many years and the proposal would not affect that schedule. She also pointed out that the existing commercial developments located south of Industrial Drive were primarily impacted by instances of the train traffic blocking the road networks. However, she noted that there were alternate routes for vehicles utilizing Industrial Drive in the event that the road was blocked by trains. A discussion ensued between Commissioner Niedzielski-Eichner and Ms. Greenlief regarding the schedule for the trains that serviced the subject property, the instances in that schedule in which multiple roads were blocked, the process for notifying property owners throughout the area of incoming trains, and the possibility of providing a warning signal for incoming trains along Industrial Road wherein Ms. Greenlief stated the following:

- The average timeframe for trains servicing the site in the morning was between 8:00 a.m. and 9:45 a.m.;
- The average timeframe for trains servicing the site in the afternoon was between 11:00 a.m. and 1:00 p.m.;
- The site was infrequently served by trains during the evening hours, but such operations rarely blocked roads;
- The applicant typically had advance notice of between 15 minutes and an hour of an incoming train; and
- The possibility of installing signage along Industrial Road to inform vehicles of incoming trains was being evaluated by staff and VDOT.

When Commissioner Niedzielski-Eichner asked for additional information about planned heavy industrial use throughout the County, Ms. Abrahamson explained that there were approximately three clusters of heavy industrial sites within the County and a number of smaller industrial developments. She then stated that the subject property contained some of the heaviest industrial development in the County. In addition, Ms. Abrahamson pointed out the challenges associated with implementing heavy industrial use, but noted the importance of such uses for the economic development of the County. Commissioner Niedzielski-Eichner acknowledged those challenges

and the importance of industrial development within the County, but echoed remarks from previous Commissioners regarding the need to mitigate the impact of such development on neighboring residential communities.

In response to questions from Commissioner Flanagan, Ms. Greenlief confirmed that the existing batching plant located along Route 123 produced both concrete and asphalt. She also indicated that the operation of that facility could be utilized as a basis for determining the impact of the proposed asphalt plant on the subject property.

Commissioner Flanagan pointed out the location of Backlick Road and described the route that vehicles could utilize to circumvent Industrial Road in the event that the road was blocked by a train. He then expressed support for the installation of additional signage to inform vehicles of the possibility that Industrial Road could be blocked by train traffic, noting potential locations for such signage.

Answering questions from Commissioner Flanagan, Ms. Greenlief confirmed that the trains entering the subject property were pushed into the site. In addition, she indicated that the length of the average train conducting deliveries into the subject property was approximately 50 cars and there was sufficient space within the site to accommodate those cars. Ms. Greenlief also pointed out the location of the gate that the trains utilized to access the subject property. A discussion ensued between Commissioner Flanagan and Ms. Greenlief regarding the operation of trains within the subject property, the process for trains entering the site, the mechanisms for opening the gate that trains utilized to access the site, and the procedures for accommodating emergency vehicles during instances when trains were accessing the site wherein Ms. Greenlief reiterated that traffic along Industrial Drive would be temporarily blocked by trains accessing the site during the process of unlocking the gate and trains could be decoupled to permit emergency vehicles adequate access.

When Commissioner Sargeant asked for additional information regarding the process for decoupling trains, Ms. Greenlief explained that the process was done manually and the process involved multiple personnel. She also indicated that the process could be done in an expedited manner in the event of an emergency situation. A discussion ensued between Commissioner Sargeant and Ms. Greenlief, with input from Ms. Abrahamson, regarding the efficiency of the process for decoupling the trains in an emergency situation, the personnel responsible for decoupling the trains, and the process for determining the most effective method for accommodating emergency vehicles wherein Ms. Greenlief noted that there were instances when it was more efficient to move the trains to accommodate emergency vehicles and Ms. Abrahamson said that the personnel operating the train were responsible for the decoupling procedures.

Commissioner Sargeant pointed out that the subject applications included provisions for approving a future asphalt plant on the site. He then asked for additional information regarding the review process for permitting such a facility. Ms. Greenlief indicated that the approval of the asphalt plant would be subject to a subsequent review process, adding that such a feature would be included in a later phase for redeveloping the site. In addition, she said that an asphalt plant on the site would be required to obtain the necessary permits. A discussion ensued between

Commissioner Sargeant and Ms. Greenlief regarding the review process for approving the installation of an asphalt plant for the site and the necessary permits for operating such a facility wherein Ms. Greenlief confirmed that there would be adequate time and opportunity to review the feasibility of the facility under the criteria prescribed by the County, the State of Virginia, and federal authorities.

A discussion ensued between Commissioner Niedzielski-Eichner and Ms. Greenlief regarding the wind patterns around the subject property, the extent to which those wind patterns had been evaluated, and the impact of wind patterns on the impact of odor generated by the site wherein Commissioner Niedzielski-Eichner suggested that additional study on wind patterns be conducted to determine the impact on the surrounding areas.

Commissioner Cortina asked for additional information regarding the storage of materials on the subject property. Ms. Greenlief stated that materials would be stored in open areas, but noted that dust suppression provisions would be utilized to mitigate the impact on surrounding areas. Commissioner Cortina then requested additional information regarding the size of the potential asphalt plant on the site. Ms. Greenlief indicated that the location of the facility on the site had been identified, but the designs for such a facility had not been finalized. Commissioner Cortina expressed support for utilizing an enclosed facility for the potential asphalt plant, noting that such designs limited the impact on the surrounding area. She also recommended that the applicant utilize public health programs initiated by the County to inform citizens of potential health hazards, citing data that indicated higher instances of asthma among residents located near industrial areas.

Chairman Murphy called the first listed speaker and recited the rules for public testimony.

Bryan Woodcock, 6727 Hopewell Ave, Springfield, commended the applicant for coordinating with the surrounding community to address concerns regarding the impact of the proposed revitalization of the industrial operations on the subject property, adding that there had been multiple community meetings to discuss those concerns. He then said that the majority of the residential community to the north of the site did not object to the proposal. Mr. Woodcock added that the neighboring community to the north supported the applicant's screening and buffering provisions. He stated that the community supported the applicant's efforts to improve operations of the site, but objected to the installation of a trail along the northern area of the site due to concerns that it would negatively impact the effectiveness of the buffer. In addition, Mr. Woodcock expressed concern regarding the inclusion of an asphalt plant on the site, noting that the applicant had not provided adequate information on the facility. In addition, he stated that the coordination between staff and the surrounding community had been inadequate, pointing out that certain property owners located near the site had not been informed of the proposal.

A discussion ensued between Chairman Murphy and Mr. Woodcock regarding the process for notifying nearby property owners of the subject applications and the civic organizations included in that process wherein Mr. Woodcock recommended that contact lists for certain civic organization be updated for future reference.

Commissioner Strandlie requested that Mr. Woodcock inform residents of the surrounding community to submit their comments and concerns to the Planning Commission office during the deferral period for further review. She also aligned herself with his concerns regarding his opposition to a trail along the northern portion of the site.

Grail Harte, 5106 Colebrook Place, Alexandria, commended staff and the applicant for coordinating with the surrounding community to address their concerns, but echoed the concerns from Mr. Woodcock regarding the notification procedures for nearby property owners, pointing out that the certain residents had not been adequately notified. She also expressed opposition to the installation of an asphalt plant on the site due to the potential health and safety hazards of such a facility. Ms. Harte described the impact of the existing industrial operation on the site, pointing out that instances of dust affecting nearby residential communities was infrequent. She then stated that the installation of an asphalt plant could generate additional health hazards and the applicant had not provided adequate information about the possible impact of the facility. Ms. Harte said that the absence of sufficient information regarding an asphalt plant on the site did not warrant approval. She recommended that the asphalt plant be removed from the proposal and be subject to approval of a separate application process, adding that there had not been sufficient evaluation of the impact of such a facility on the site.

A discussion ensued between Commissioner Strandlie and Ms. Harte regarding the notification process for the subject applications, the civic organizations that were included within that process, and the schedule for the Mason District Land Use Committee wherein Commissioner Strandlie pointed out that the proposal had been under review for approximately a year and the Mason District Land Use Committee had been made aware of the community's concerns on the impact of an asphalt plant on the site.

Ruth Mass, 5417 Blacksburg Road, Springfield, commended the applicant for coordinating with the surrounding community to address their concerns and expressed support for the screening provisions included in the subject applications. However, she voiced opposition to the installation of an asphalt plant on the site. Ms. Mass aligned herself with Ms. Harte's suggestion that the asphalt plant be subject to a separate approval process. She also echoed remarks from previous speakers regarding the lack of notification and absence of sufficient information on the asphalt plant to the surrounding community. She added that the notifications did not provide adequate information on the potential asphalt plant for the site. Ms. Mass pointed out that there had been complaints and health issues on the impact of asphalt plants in other areas of the County. She then said that while she supported the applicant's efforts to mitigate the impact of the facility, there was not sufficient information on the design and operation of the facility to warrant approval. In addition, she expressed concern regarding the impact that an asphalt plant on the site would incur on the property values of neighboring residential development. Ms. Mass also echoed remarks from previous speakers regarding the potential health hazards that an asphalt plant on the site would incur.

Joseph Hadeed, 6628 Electronic Drive, Springfield, representing Hadeed Carpet, voiced concern regarding the impact of the train schedule for servicing the site, pointing out that trains frequently blocked traffic along Electronic Drive. He then indicated that such blockage had lasted for up to 20 minutes during periods of high activity on the subject property. Mr. Hadeed

said that he owned a business that was located along Electronic Drive that employed approximately 100 employees and the frequent blockage of that road hindered operations. In addition, he cited an emergency incident at a neighboring property along Electronic Drive in which the necessary vehicles could not access the area due to blockage on the road by train traffic. Mr. Hadeed added that he had coordinated with the applicant to address such concerns, but certain issues remained unresolved.

When Commissioner Flanagan asked for additional information regarding the hours of operation for Mr. Hadeed's business, Mr. Hadeed said that his business operated from 7:00 a.m. to 6:00 p.m. A discussion ensued between Commissioner Flanagan and Mr. Hadeed regarding the potential methods for mitigating the impact of train traffic serving the subject property on the businesses operating along Electric Drive, the possibility of limiting the times in which trains could serve the site, and the feasibility of such a measure wherein Mr. Hadeed said that he favored limiting train service to the site during evening hours to mitigate the impact on surrounding businesses.

Commissioner Strandlie asked for additional information regarding staff's coordination with FCFRD in assessing safety issues associated with trains blocking the road networks surrounding the subject property. Mr. Rodenbeck stated that staff from FCFRD had not documented an incident in which the necessary personnel had been unable to respond to an emergency situation in the area. A discussion ensued between Commissioner Strandlie and Mr. Hadeed, with input from Mr. Rodenbeck, regarding the evaluation conducted by FCFRD on safety issues associated with the areas around the site, the impact of train traffic on emergency response times throughout the area, and the potential provisions that could be implemented to address such issues wherein Commissioner Strandlie recommended additional coordination between the applicant, the community, VDOT, and Norfolk Southern Railroad Line to ensure that adequate safety protocols were in place and appropriate signage was installed.

Commissioner Strandlie informed Mr. Hadeed that the revised development conditions required the applicant to establish a committee after approval of the subject applications for the purposes of coordinating with property owners to address concerns regarding the impact of the operations on the site. She then noted the importance of that committee and encouraged Mr. Hadeed to participate in the process.

Bob Perotti, 6628 Electronic Drive, Springfield, said that he worked at the existing industrial development located along Electronic Drive. He then echoed concerns from Mr. Hadeed regarding the impact of train traffic on the surrounding road network, stating that roads such as Electronic Drive were subject to frequent blockage by trains. Mr. Perotti stated that he did not concur with the applicant's conclusions regarding the extent to which the road was blocked, pointing out that the duration of the blockage was longer than the estimates provided. He indicated that the duration of such blockages could extent to approximately 20 minutes during certain periods of high activity on the site. Mr. Perotti noted the amount of industrial development in the area and the frequent blockages on the road network significantly impacted the operations of that development. He then said that the applicant's efforts to revitalize operations on the site would generate additional train traffic that incurred more frequent blockages.

A discussion ensued between Commissioner Flanagan and Mr. Perotti regarding a previous instance in the surrounding area in which two emergency vehicles had been stopped due to the presence of trains serving the subject property and whether the trains had been decoupled to permit access for the vehicles wherein Mr. Perotti expressed concern regarding the impact of train traffic on emergency vehicle response time in the area.

When Commissioner Flanagan asked for additional information regarding the existing protocols utilized by emergency services to access the areas that were impacted by train traffic, Ms. Abrahamson said that FCFRD maintained such protocols for accessing those areas. She then stated that staff would provide additional information on those protocols during the deferral period. Commissioner Flanagan supported such efforts and favored reviewing those protocols prior to rendering a decision.

Patrick Taves, 3923 Old Lee Highway, Fairfax, representing the Arlington County Board (ACB), stated that Arlington Property was evaluating the possibility of purchasing property located near the site for the purposes of installing a bus maintenance facility. However, he expressed concern that the train traffic servicing the subject property would incur blockages that made such a facility infeasible. Mr. Taves said that ACB had coordinated with the Mason District Land Use Committee and surrounding property owners to obtain information on the extent of the blockages generated by train traffic. He then indicated that the duration of such blockages was longer than the estimates provided by staff and the applicant. Mr. Taves stated that the staff report did not contain sufficient analysis of the safety impact incurred by train traffic and road blockages. He recommended that additional analysis on such safety impacts be conducted prior to rendering a decision on the subject applications.

Commissioner Ulfelder pointed out that rail traffic from Norfolk Southern Railroad Lines had been serving the existing industrial operations on the subject property for years. He then asked Mr. Taves for additional information regarding a potential recourse if it were determined that the existing train traffic that served the site presented a safety issue for the surrounding area. Mr. Taves suggested provisions beyond those articulated in the development conditions, stating that the committee that would be formed under Development Condition Number 34 did not contain sufficient authority to address those safety issues. He then said that he favored limiting the amount of train traffic that could serve the subject property during certain hours. He also aligned himself with concerns from Commissioner Hart regarding the extent to which the proposal complied with the special exception criteria of Section 9-006 in the Zoning Ordinance on the impact of the proposed use on surrounding properties.

Craig Blakeley, 4936 Sunset Lane, Annandale, aligned himself with concerns from previous speakers regarding the impact that a potential asphalt plant on the site would incur on the neighboring residential development. He also supported the suggestion articulated by previous speakers to separate the asphalt plant from the subject applications and evaluate such a use as a separate application. Mr. Blakeley pointed out that the applicant had not provided adequate information regarding the operation of the asphalt plant within the subject applications and staff had not conducted adequate analysis on the impact of such a facility. He noted the significant difference between the operation of an asphalt plant compared to that of a concrete plant,

pointing out that the production of asphalt required greater temperatures, which generated greater fumes and odor. He cited materials that he distributed to Commissioners prior to the public hearing that described the production process and odor impacts of asphalt plants. Mr. Blakeley then stated that while the odors generated by a facility might not constitute a health hazard, such an impact would negatively affect surrounding communities and was not consistent with the special exception criteria of Section 9-006 in the Zoning Ordinance. He then recommended that additional information on the operation of the asphalt plant be provided by staff and that staff conduct a more detailed evaluation on the impact of such a facility prior to approval. In addition, Mr. Blakeley said that an asphalt plant on the site would not comply with the necessary pollution control ordinances. (Copies of Mr. Blakeley's materials are in the date file.)

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The Commission went into recess at 9:58 p.m. and reconvened in the Board Auditorium at 10:13 p.m.

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Chairman Murphy called for speakers from the audience.

Pat Pretsch, 5237 Clifton Street, Alexandria, commended the applicant for coordinating with the surrounding community to address their concerns. She then described the history of the development in the surrounding area, pointing out that the character of the area had changed considerably from rural to suburban over the course of many years. Ms. Pretsch stated that she opposed the installation of an asphalt plant on the site because such a facility would negatively impact the existing residential development in the area and was not consistent with the existing character of the area. She then aligned herself with previous speakers regarding her support for separating the approval of an asphalt plant from the subject applications for consideration at a later time as a separate application in conjunction with a more extensive review process.

Elinor Pretsch, 5237 Clifton Street, Alexandria, echoed concerns from previous speakers regarding the impact that the installation of an asphalt plant on the site would incur on the surrounding area. She described the potential health hazards that such a facility could potentially generate for neighboring residential communities, such as birth defects and developmental disabilities. In addition, Ms. Pretsch pointed out that there were existing standards for measuring the impact of odor and expressed concern that the applicant had not adequately evaluated methods for addressing such impacts.

Alexis Benjamin, 5109 Colebrook Place, Alexandria, expressed concern regarding the public safety impact that train traffic serving the subject property would incur on the surrounding area. She indicated that the process for decoupling trains in an emergency situation would not be sufficient to accommodate emergency vehicles.

Commissioner Strandlie pointed out that the applicant had requested additional information from Norfolk Southern Railroad Line on the decoupling process for train traffic serving the subject property.

Corey Rodgergen, 6714-A Electronic Drive, Springfield, said that he operated a business that was impacted by the train traffic that served the subject property. He then acknowledged the impact of the existing train traffic generated by the site and commended the applicant for coordinating with the surrounding area to address their concerns, but expressed concern that the provisions for managing the impact from train traffic were inadequate. Mr. Rodgergen added that train traffic serving the site was subject to seasonal changes. He also recommended that staff and the applicant conduct additional studies on the impact of train traffic on the surrounding area, noting that there had been instances where the duration of the blockage on the roads was longer than the estimates provided by staff. In addition, Mr. Rogergen pointed out that subsequent development throughout the area could potentially increase the amount of train traffic that served the site.

Emily Smith, 6415 Hawk View Lane, Alexandria, reiterated the suggestion from previous speakers that the installation of an asphalt plant on the site be separated from the subject applications and processed as a separate application. She also echoed concerns from previous speakers regarding the lack of information on the impact of such a facility. Ms. Smith noted the extent of the applicant's landscaping and buffering provisions to improve air quality, but pointed out that the proposal's impact from an asphalt plant on the surrounding area had not been sufficiently evaluated.

There being no more speakers, Chairman Murphy called for a rebuttal statement from Ms. Greenlief, who acknowledged the safety concerns articulated by speakers on the impact of train traffic serving the subject property, stating that the applicant would coordinate with staff to address those issues. She then reiterated that trains had been servicing the subject property for many years. In addition, Ms. Greenlief said that the applicant would coordinate with staff to provide adequate information on the potential asphalt plant for the site. She also indicated that the train traffic generated by the industrial operations on the subject property was not subject to significant seasonal variations. Ms. Greenlief reiterated that the applicant remained committed to forming the committee required in Development Condition Number 34 and coordinating with the community to address their outstanding concerns.

When Commissioner Niedzielski-Eichner asked whether the applicant could modify the schedule of the trains that serviced the industrial development on the site, Ms. Greenlief indicated that the applicant did not have the authority to modify the schedule and such modifications had to be implemented by the Norfolk Southern Railroad Line. She also did not support limiting the number of rail cars for servicing the site because such a provision would increase the overall amount of train traffic required to serve the industrial operations on the subject property. A discussion ensued between Commissioner Niedzielski-Eichner and Ms. Greenlief regarding the method that Norfolk Southern Railroad Line utilized for determining the train schedule for servicing the site, the priority that Norfolk Southern Railroad Line gave to serving the industrial operations on the site, the standards for determining the priority that certain train traffic was granted, and the applicant's ability to influence the priority of service to the site wherein Ms. Greenlief indicated that train traffic serving the site was of a lower priority.

There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Strandlie for action on these cases.

(Start Verbatim Transcript)

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Commissioner Strandlie: Thank you, Mr. Chairman. I want to thank everyone who's come out tonight to express your views on this application. We will take this into consideration, do more research in the next week or so and see how this proceeds. Thank you very much for participating in this public process. Mr. Chairman, I MOVE TO DEFER THE DECISION ONLY FOR RZ 2017-MA-013 AND SE 2017-MA-009 TO A DATE CERTAIN OF MARCH 8TH, 2018, WITH THE RECORD REMAINING OPEN FOR WRITTEN TESTIMONY.

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Is there a discussion of the motion? All those in favor of the motion to defer decision only to a date certain of March 8th on RZ 2017-MA-013 and SE 2017-MA-009, with the record remaining open for comments, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Migliaccio was absent from the meeting.

(End Verbatim Transcript)

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CLOSING

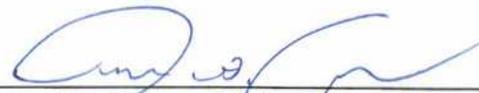
March 1, 2018

The meeting was adjourned at 10:29 p.m.
Peter F. Murphy, Chairman
James T. Migliaccio, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office,
12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Jacob Caporaletti

Approved on: June 21, 2018



John W. Cooper, Clerk to the
Fairfax County Planning Commission